



QUARTERLY NOISE REPORT THIRD QUARTER 2022



Overview2

Definitions2

About MDOT MAA.....3

Airport Operations.....4

Jet Operations and Nighttime Activity4

Most Frequent Aircraft Operations at BWI Marshall5

Runway Use6

Flight Corridors – Jet Arrivals.....7

Flight Corridors – Jet Departures8

Observance of Noise Abatement Procedures9

Noise Monitoring Program.....10

Residential Portable Noise Monitoring.....12

Airport Noise Zone.....13

Outreach and Community Involvement.....14

Airport Noise Complaints.....14

Community Enhancement Grant Program.....16

Outreach and Community Involvement.....17

DC Metroplex BWI Community Roundtable.....17

WebTrak.....18

Overview This report provides a review of the aviation noise program for the 3rd Quarter of 2022 (July 1 to September 30). Included in this report is information on jet aircraft operations, observance rates for noise abatement procedures, complaints received about aircraft noise, and community outreach efforts by the Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA). The table below displays various measurements for 2022 in comparison to the 3rd Quarter of 2021.

Measurement	3 rd Quarter (2021)	3 rd Quarter (2022)
Average Daily Jet Operations	546	598
Average Daily Night-time Operations	88	123
Complaints to Noise Office	147,628	128,732
West Flow Operations	72%	67%

Definitions

Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA): Operator of Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport).

Decibel (dBA): A unit of measurement of sound pressure adjusted for the human ear’s response to particular frequencies.

Day-Night Average Sound Level (DNL or Ldn): A descriptor of 24-hour noise (midnight to midnight) that adds a ten-decibel (dB) nighttime penalty to noise events which occur between the hours of 10 p.m. and 7 a.m to account for the intrusive nature of noise at night. This metric is required by FAA and COMAR.

Airport Noise Zone (ANZ): An area of land surrounding the airport within which noise levels are equal to or greater than DNL 65 dBA.

Code of Maryland Regulations (COMAR): Requires MDOT MAA to control development in areas where noise levels are DNL 65 dBA or more.





MDOT MAA Noise Section Mission Statement

The Noise Section of the Office of Environmental Compliance and Sustainability is committed to monitoring aircraft operations and airport related noise levels in the communities surrounding BWI Marshall and Martin State Airports, and is dedicated to helping stakeholders understand the facts, science and regulations associated with airport noise in a transparent, clear and accessible way to those we serve.

Website: <https://www.marylandaviation.com>

Noise complaints may be submitted at this website, via phone at (410) 859-7021, via WebTrak interface, via email to maanoiseabatement@bwiairport.com, via Airnoise.io, or via mail.



Frequently Asked Questions

MDOT MAA has developed a list of frequently asked questions regarding aircraft noise topics. The full list can be accessed at:

<https://marylandaviation.com/environmental/environmental-compliance-sustainability/acronyms-faqs-more/>

Can MDOT MAA change flight paths?

No. The FAA controls and regulates the airspace. Any changes in departure or arrival paths must be approved and implemented by the FAA.

Who instructs aircraft where to fly?

The FAA is the sole organization in the United States responsible for the movement of aircraft both on the ground and in the air.

Will filing a complaint bring about an immediate change to flight paths?

Filing a complaint will not bring about an individual's desired change, rather it provides a means for the Airport to gather information, report, and disseminate the information to the FAA, airlines, public, and local representatives.

Why was I awoken last night by aircraft noise?

BWI Marshall Airport operates 24 hours per day, 365 days per year. There is no nighttime curfew at the airport.

Can MDOT MAA restrict where aircraft fly and when?

No.



Airport Operations

This section presents information on the level of operational activity at BWI Marshall Airport; including air traffic levels by jet aircraft, runway use, and flight corridors.



Jet Operations and Nighttime Activity

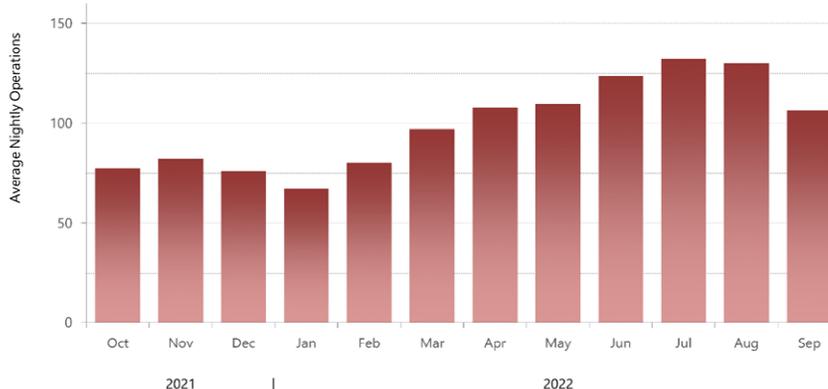
The first figure shows the average number of daily jet flights at BWI Marshall, including arrivals and departures by air carrier, business jet, and cargo jet aircraft. The figure also presents data for the preceding nine months, for a twelve-month total. The average daily number of jet operations during the 3rd Quarter of 2022 was 598.

The next figure presents nighttime air carrier, business jets and cargo jet operations. At BWI Marshall Airport, a nighttime operation is defined as an arrival flight or departure flight that occurs between the hours of 10 p.m. and 7 a.m. The average number of nighttime jet operations was approximately 123 per night during the 3rd Quarter of 2022.

Average Daily Jet Operations



Average Nightly Passenger & Cargo Jet Operations



Most Frequent Aircraft Operations at BWI Marshall

The following table represents the top ten aircraft by type and operations count at BWI Marshall for the 3rd Quarter of 2022.



Third Quarter 2022 Top Ten Aircraft Operations	
Aircraft Type	Operation Count
Boeing 737-700	19,833
Boeing 737-800	14,431
Airbus A321	2,683
Boeing 737-800 Max	2,553
Boeing 767-300	1,866
Boeing 737-900	1,854
Airbus A320	1,832
Airbus A320 Neo	1,521
Airbus 319	920
Bombardier CRJ900	863

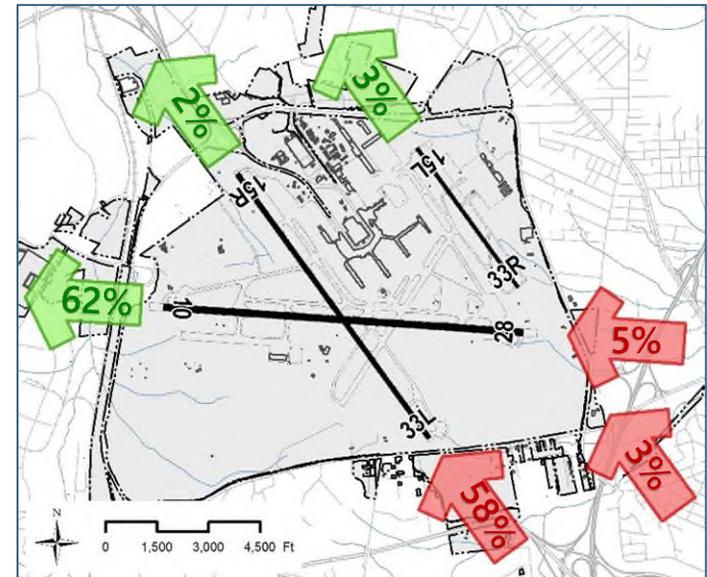
Runway Use

The MDOT MAA maintains a preferential runway use program to minimize the aircraft noise impact on neighboring communities. For noise abatement purposes, west flow (aircraft departures to the west) is preferred. Prevailing wind speed, direction and weather factors determine the direction of air traffic flow. Aircraft usually take off and land into the wind to meet safety and operational requirements. The figures to the right show jet runway use for the 3rd Quarter of 2022.

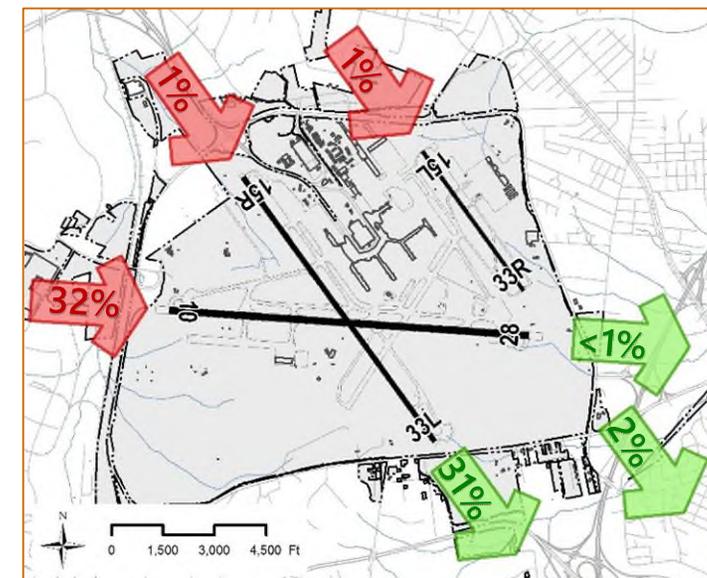
During west flow, all jet aircraft primarily depart (green arrows) from Runway 28 and arrive (red arrows) on Runway 33L, as shown in the top figure to the right. Historical trends result in annual average west flow of about 70%.

During east flow, all jet aircraft primarily depart (green arrows) from Runway 15R and arrive (red arrows) on Runway 10, as shown in the bottom figure to the right. Historical trends result in annual average east flow of about 30%.

West Flow Runway Use
67% in Second Quarter 2022
(Historical Annual Average of 70%)



East Flow Runway Use
33% in Second Quarter 2022
(Historical Annual Average of 30%)

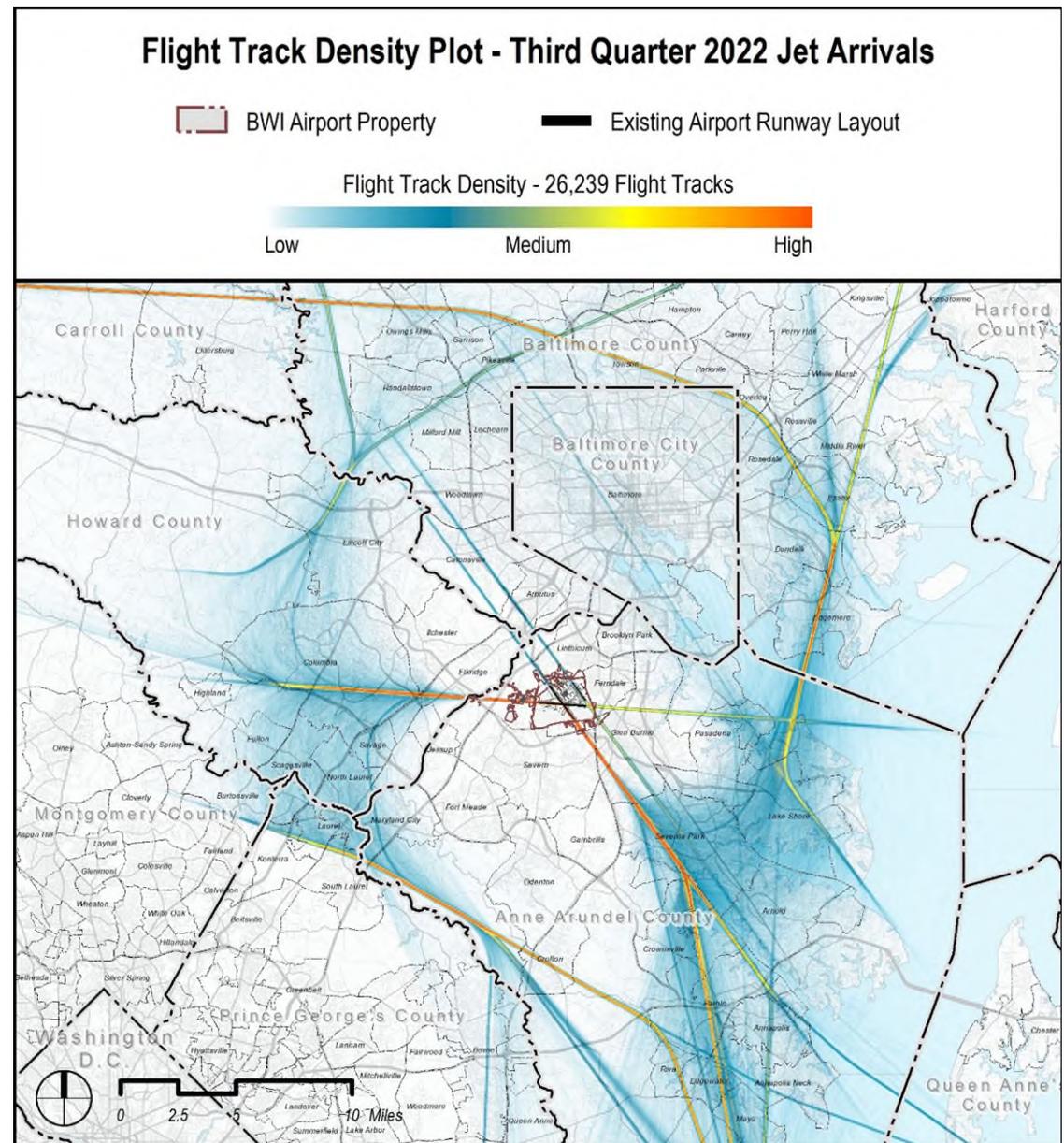


Flight Corridors - Jet Arrivals

The following figures depict the flight corridors at BWI Marshall Airport for jet arrivals and jet departures as derived from BWI Marshall Airport's Noise and Operations Monitoring System (NOMS).

The figure to the right shows jet arrivals during the 3rd Quarter of 2022.

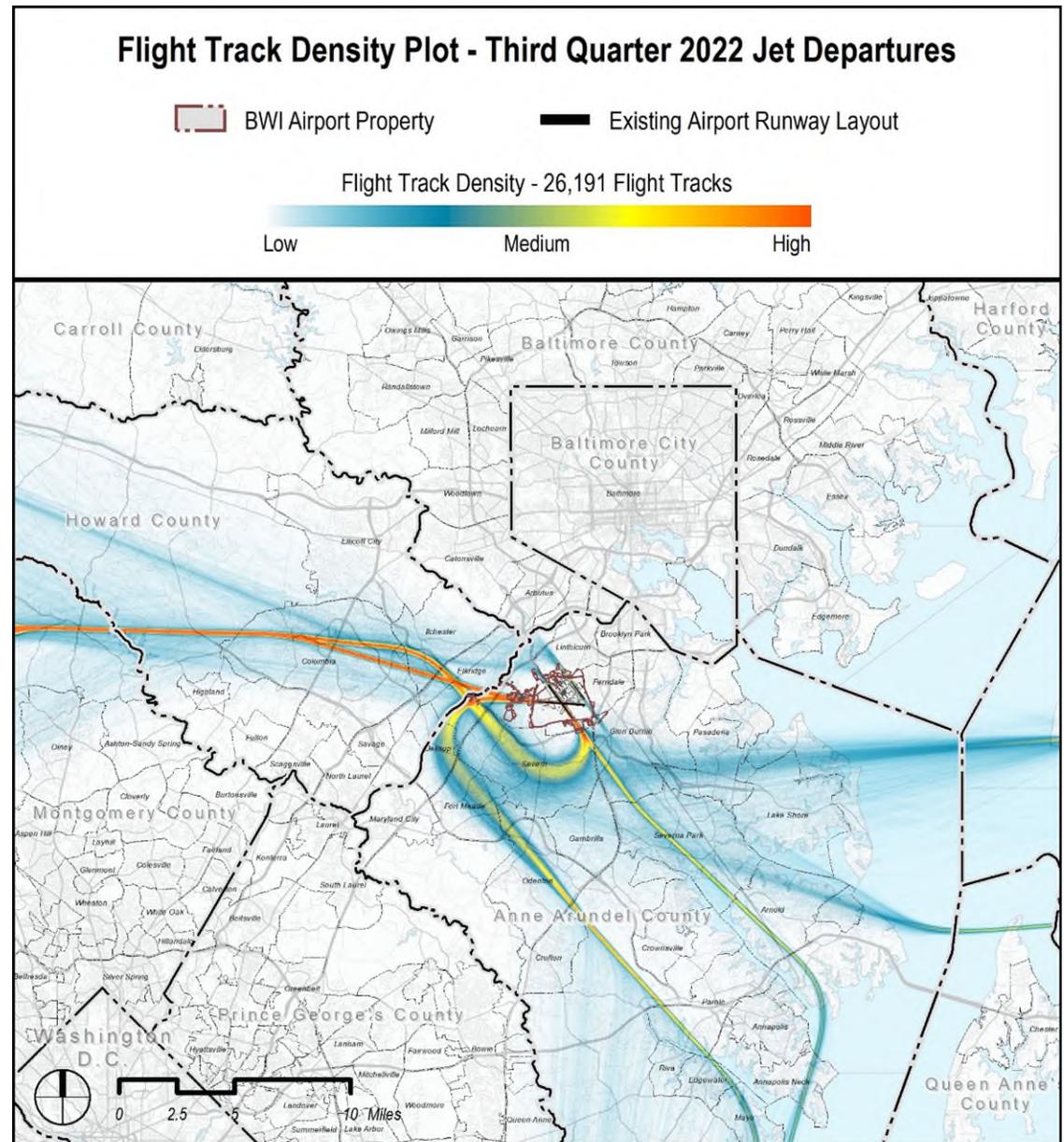
This flight track density plot uses color gradations to depict the flight track geometry, dispersion, and relative frequency of overflights. The color ranges are assigned based on the relative density of aircraft operations. Orange shows the highest density of flights, fading to yellow and then blue as the density decreases.



Flight Corridors – Jet Departures

The figure to the right shows jet departures during the 3rd Quarter of 2022.

This flight track density plot uses color gradations to depict the flight track geometry, dispersion, and relative frequency of overflights. The color ranges are assigned based on the relative density of aircraft operations. Orange shows the highest density of flights, fading to yellow and then blue as the density decreases.



Observance of Noise Abatement Procedures

Adherence to approved noise abatement measures is voluntary and subject to change based on weather, efficiency, and safety.

The graphs to the right show how the major carriers and cargo operators perform on the two noise abatement procedures of most interest to the local communities. These procedures are:

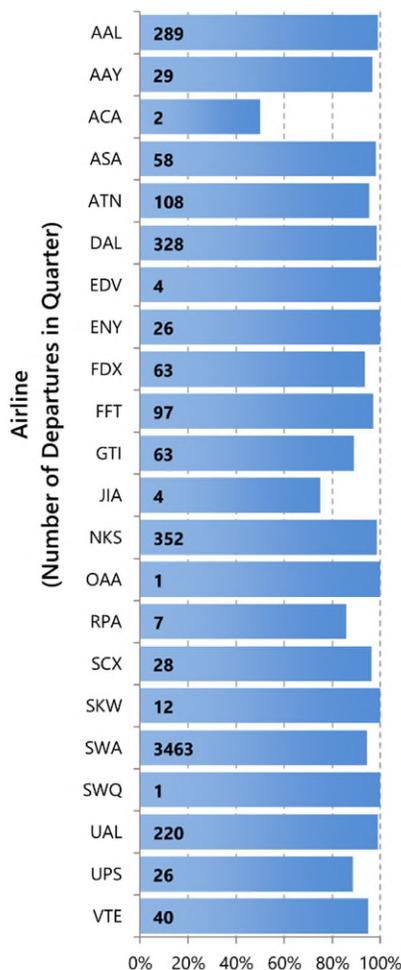
1. Runway 15R departures initiating their right turns at, but not prior to, 1 DME
2. Runway 28 departures initiating their turns at, but not prior to, 3 DME

The graphs show the percentage of flights for each airline which comply with each of the two procedures. Each bar also provides the number of operations by each airline subject to the noise abatement procedure. DME stands for Distance Measuring Equipment and is the measured slant range from the aircraft to the navigational aid located near the center of the Airport. One DME equals one nautical mile.

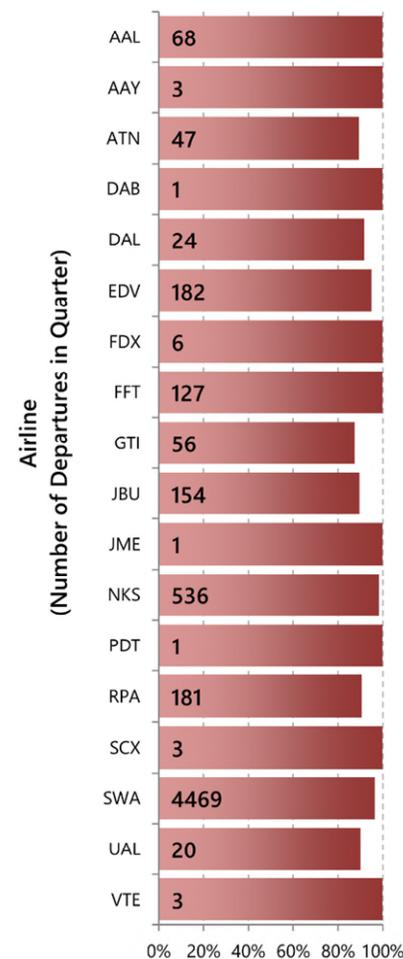
For the 3rd Quarter of 2022, 95% of departures turning right from Runway 15R initiated their turns beyond 1 DME.

For the 3rd Quarter of 2022, 96% of departures turning left from Runway 28 initiated their turns beyond 3 DME.

Percentage of Runway 15R Departures Turning Right Beyond 1 DME - Third Quarter 2022



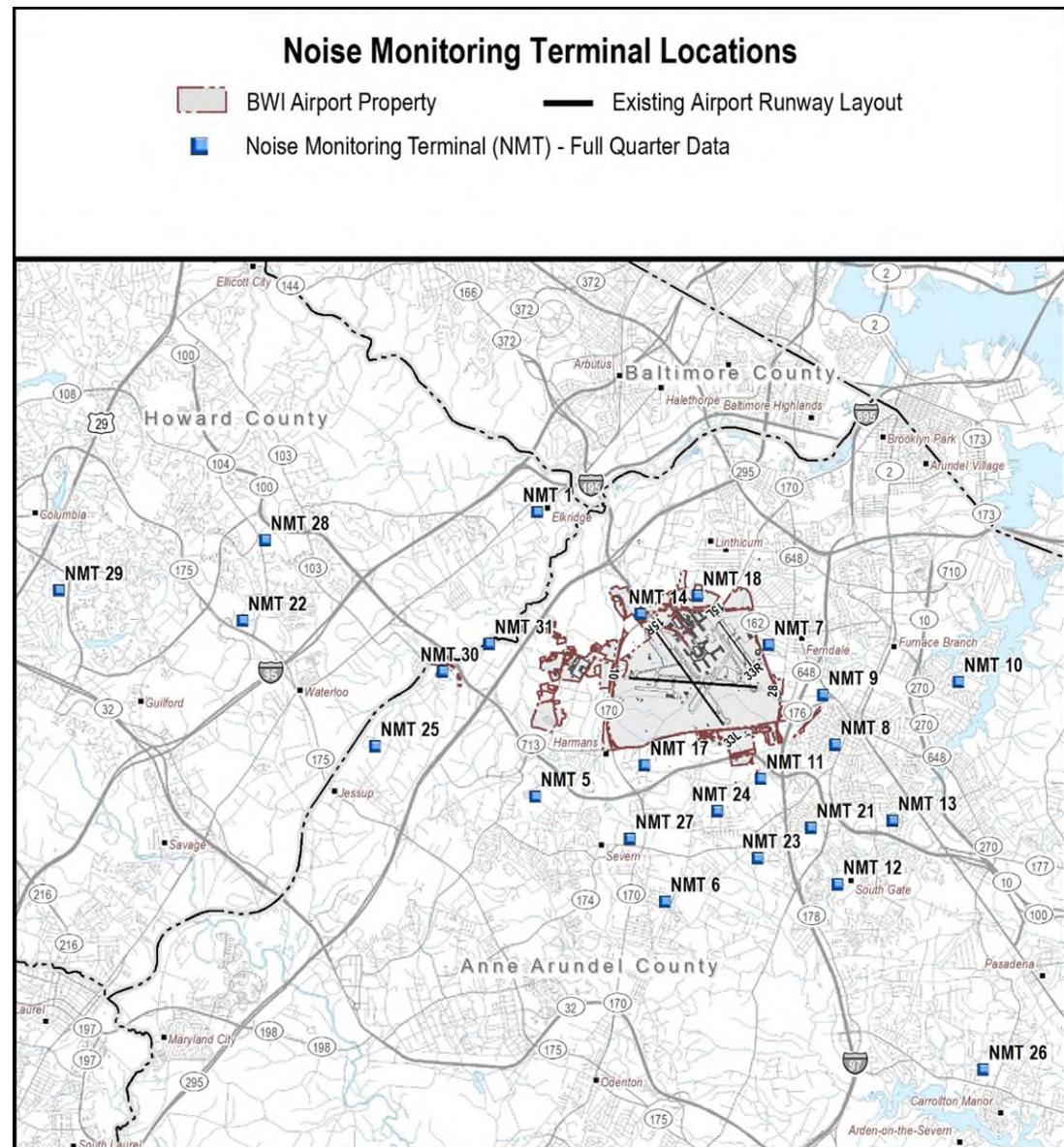
Percentage of Runway 28 Departures Turning Left Beyond 3 DME - Third Quarter 2022



Noise Monitoring Program

MDOT MAA has 24 permanent Noise Monitoring Terminals (NMTs) located within the communities surrounding BWI Marshall Airport.

The table on the following page provides the quarterly Aircraft, Community, and Total DNL values at each site. At some sites, community or environmental noise levels (street traffic and other neighborhood noises) exceed aircraft noise levels.



Third Quarter 2022 Aircraft, Community and Total DNL				
NMT#	Location	Aircraft DNL (dBA)	Community DNL (dBA)	Total DNL (dBA)
1	St. Augustine Church, Elkridge	42.8	58.8	58.9
5	Hebron-Harman Elementary, Hanover	52.6	60	60.7
6	Delmont United Methodist, Severn	54.5	60.3	61.3
7	Wicklow Woods, Ferndale	54	60.2	61.1
8	Richard H. Lee Elementary School, Glen Burnie	46.9	61.1	61.2
9	Maryland National Guard Armory, Glen Burnie	57.4	62	63.3
10	Margate Pumping Station, Glen Burnie	48.2	62.5	62.6
11	Jones Rd., Queenstown	69.6	62.6	70.4
12	Rippling Woods Elementary, Glen Burnie	62.7	60.3	64.7
13	Woodside Elementary, Glen Burnie	48.6	61.1	61.3
14	Runway 15R Approach	57.4	65.1	65.8
17	Timber Ridge Rd., Hanover	40.9	60.6	60.7
18	Runway 15L Approach	57	60.3	62
21	Glen Burnie Park Elementary, Glen Burnie	61.4	61.7	64.6
22	Lark Brown Road, Columbia	55.8	61.9	62.9
23	Quarterfield Elementary, Severn	60.6	62.2	64.3
24	Poplar Grove HOA, Elmhurst, Severn	54.4	61.4	62.2
25	Belclare Court, Jessup	54.4	59.4	60.6
26	Benfield Elementary, Severna Park	56.6	57.6	60.1
27	Severn Elementary School	53.7	59.3	60.4
28	Maryland School for the Deaf, Ellicott City	55.3	59.8	61.1
29	MDOT Motor Vehicle Administration, Columbia	50.3	57.1	57.9
30	Forest Ave, Hanover	63.6	63	66.3
31	Race Road, Hanover	63.8	61.9	66

Residential Portable Noise Monitoring

The portable noise monitoring program is conducted by the MDOT MAA's Office of Environmental Compliance and Sustainability - Noise Section.

The residential portable monitoring program measures noise levels in selected areas on a temporary basis (typically for a two-week period) upon request of a homeowner. The final report provides aircraft noise levels for each day, the percentage of east/west operations, and general information about noise measurements and airport operations.

Portable Noise Monitoring Reports and online applications for residential portable noise monitoring can be found here:

<https://marylandaviation.com/application-for-portable-noise-monitoring/>

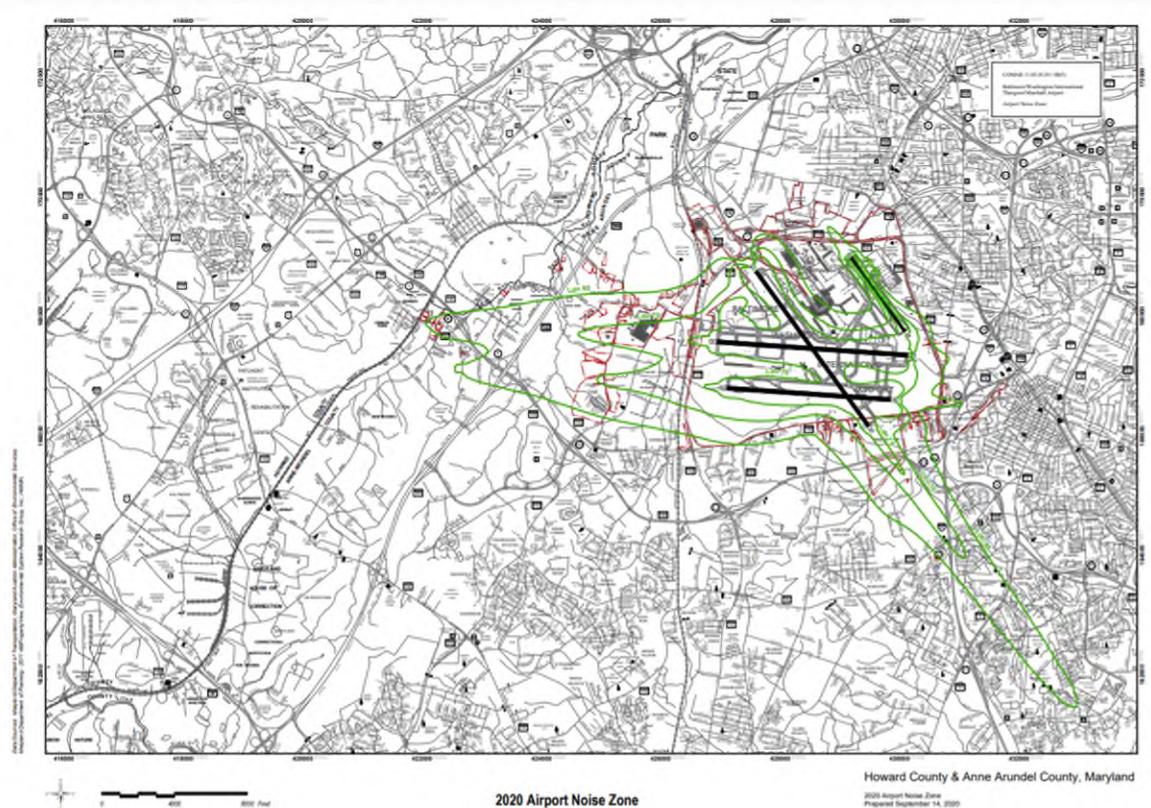




Airport Noise Zone

The Maryland Environmental Noise Act of 1974 provides for the protection of citizens from the impact of transportation-related noise. The aviation portion of the Act requires the MDOT MAA to create a certified Airport Noise Zone (ANZ) to control incompatible land development around BWI Marshall Airport and a Noise Abatement Plan (NAP) to minimize the impact of aircraft noise on people living near the Airport. An ANZ and NAP were first established for BWI Marshall Airport in 1976. The latest update to the ANZ became effective on April 19, 2021.

The ANZ is a composite of three noise contours: a base year contour, a five-year forecast, and a ten-year forecast. The contours depict the Day-Night Average Sound Level (DNL) around the Airport. Both the State of Maryland and the FAA require the use of the DNL metric by all airports conducting environmental studies. The ANZ represents the largest extent of the DNL contours for all three years included in the study and is defined to provide the largest area of protection for existing or future noise exposure contours.



MDOT MAA updated the BWI Marshall and Martin State Airport Noise Zones in 2020. The current BWI 2020 ANZ is depicted above. More information is available on the Maryland Aviation Airport Noise website at www.marylandaviation.com.

Further information on the ANZ can be found here:

<https://marylandaviation.com/environmental/environmental-compliance-sustainability/bwi-marshall-airport-noise-zone/>

Outreach and Community Involvement

The MDOT MAA engages in on-going efforts to enhance the level of communication and interaction between the Airport and area residents.

Airport Noise Complaints

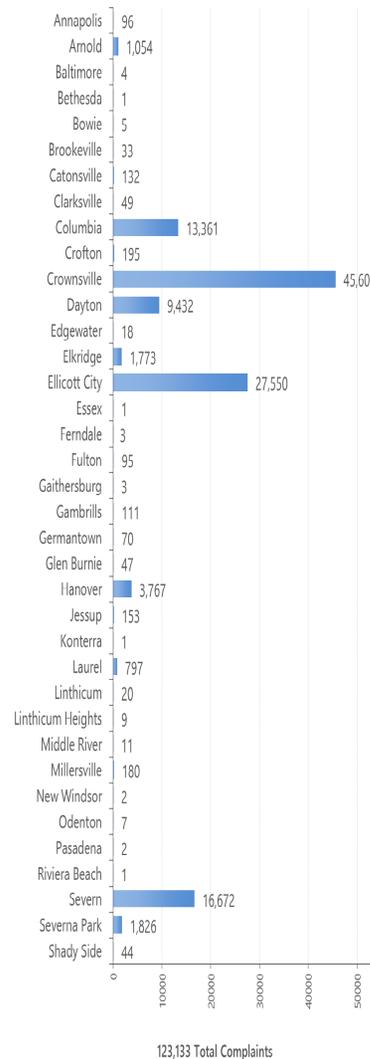
The MDOT MAA maintains a 24-hour Airport Noise Hotline at (410) 859-7021. Noise complaints can also be entered online at:

<https://marylandaviation.com/environmental/environmental-compliance-sustainability/noise-complaints/>

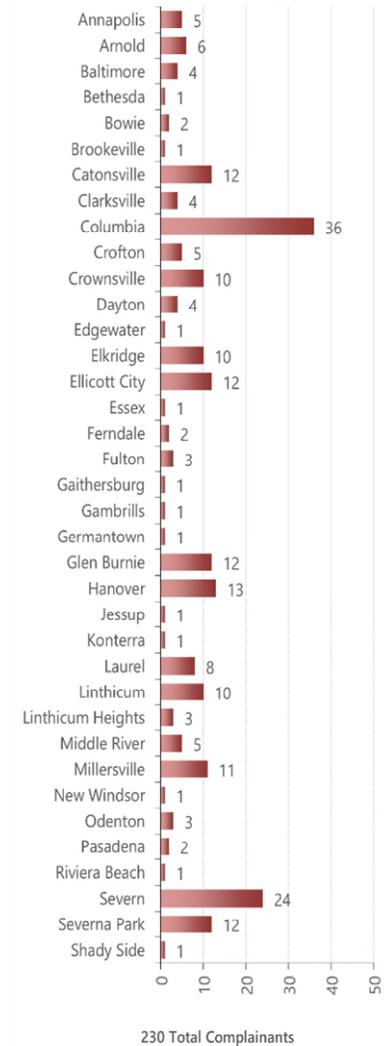
The graphs show the number of complaints and complainants per community for the quarter.

There were 128,732 complaints (230 complainants) during the 3rd Quarter of 2022.

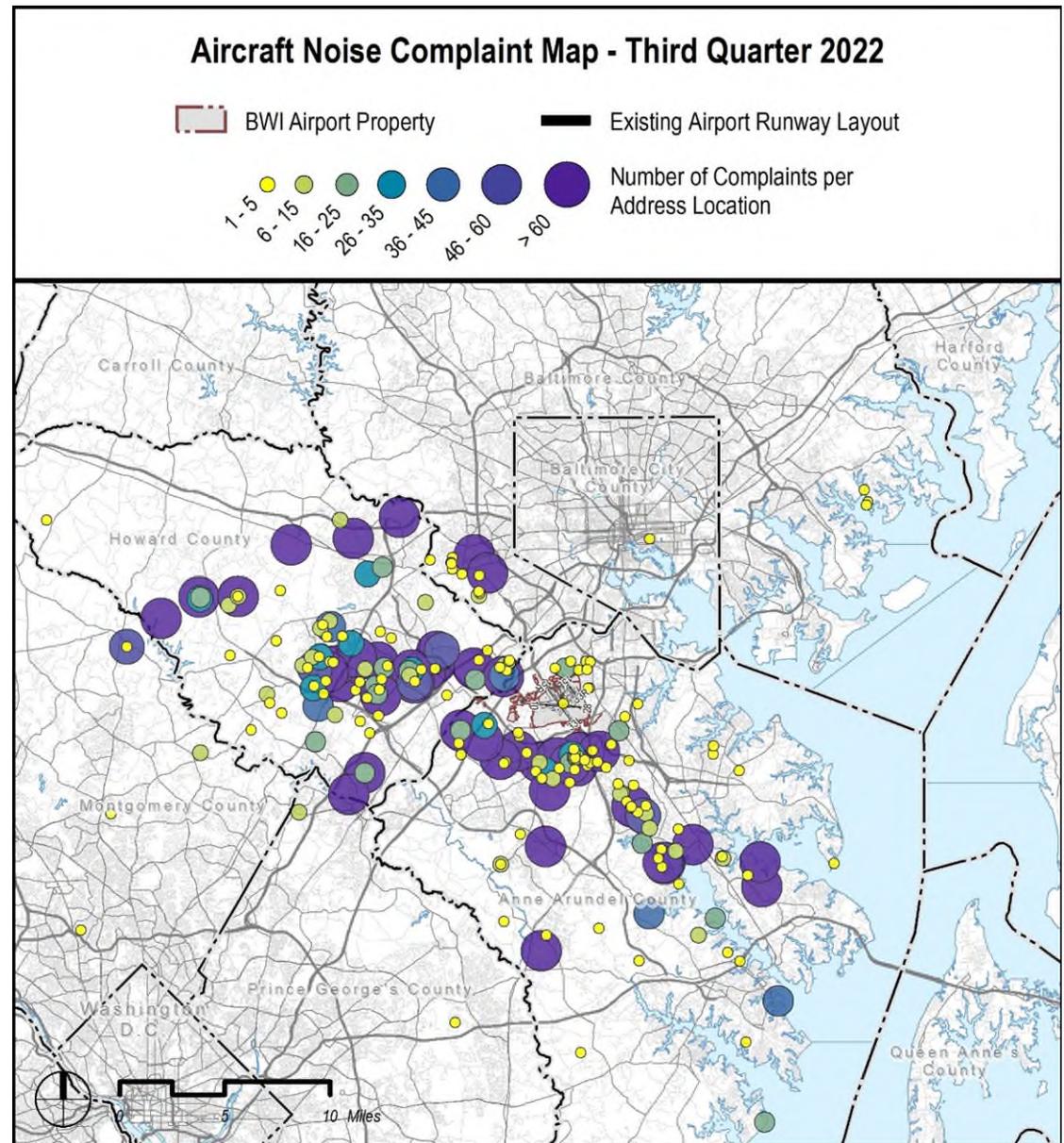
Number of Noise Complaints per Community



Number of Noise Complainants per Community



The map to the right shows the locations and number of complaints for the 3rd Quarter of 2022. The size and color of each caller location denotes the number of times a complaint was submitted during the quarter. Small yellow circles depict locations with fewer complaints while large darker circles depict greater numbers of complaints.



Community Enhancement Grant Program

Maryland Senate Bill 276 established an 11 member “Citizens Committee for the Enhancement of Communities Surrounding Baltimore/Washington International Thurgood Marshall Airport.”

The intent of this legislation is to provide some benefit to those citizens living in communities impacted by the daily operation of BWI Marshall by allowing them the opportunity to apply for grants for transportation-related projects such as sidewalks, speed humps, streetlights, etc. These communities must be located within the 1998 certified Airport Noise Zone or within two miles of the outermost noise contour.

For more information about the application process, or to get more involved, please see:

<https://marylandaviation.com/environmental/environmental-compliance-sustainability/transportation-community-enhancement-grants-program/>

The Community Enhancement Grant Committee met via TEAMS virtual platform on September 21, 2022 and did recommend one grant application for the amount of \$18,336.00.

Example of Eligible Project



Example of Completed Project



 **Outreach and
Community Involvement**

The MDOT MAA engages in on-going efforts to enhance the level of communication and interaction between the Airport and area residents.

The MDOT MAA Community Outreach Programs encourage the exchange of information between the MDOT MAA and local community groups and residents. These programs supplement the efforts of the BWI Marshall Airport Neighbors Committee to promote the active participation of local residents in Airport issues.

Specific services or activities provided by the MDOT MAA are listed in the table to the right along with the number of events or recorded reports.

 **DC Metroplex BWI Community
Roundtable**

The DC Metroplex BWI Community Roundtable is a MDOT MAA initiative formed at the request of the Federal Aviation Administration (FAA).

More information about the Roundtable, including meeting agendas, past meeting minutes, and presentation materials, is available at:

www.marylandaviation.com.

Public Education & Activities – Third Quarter of 2022	
Committee Meetings	2
Community Meetings	2
Community Noise Monitoring Reports	3
Airport Zoning Permits	45
eNews Express notifications	27

 **Community Roundtable Meetings – 3rd Quarter of 2022**

- Roundtable meetings were held August 16, 2022 and September 13, 2022.
 - Highlights Included:
 - Howard County Technical Consulting Assistance Information and any relative PBN working group updates
 - FAA Response to Proposed Flight Procedure Changes



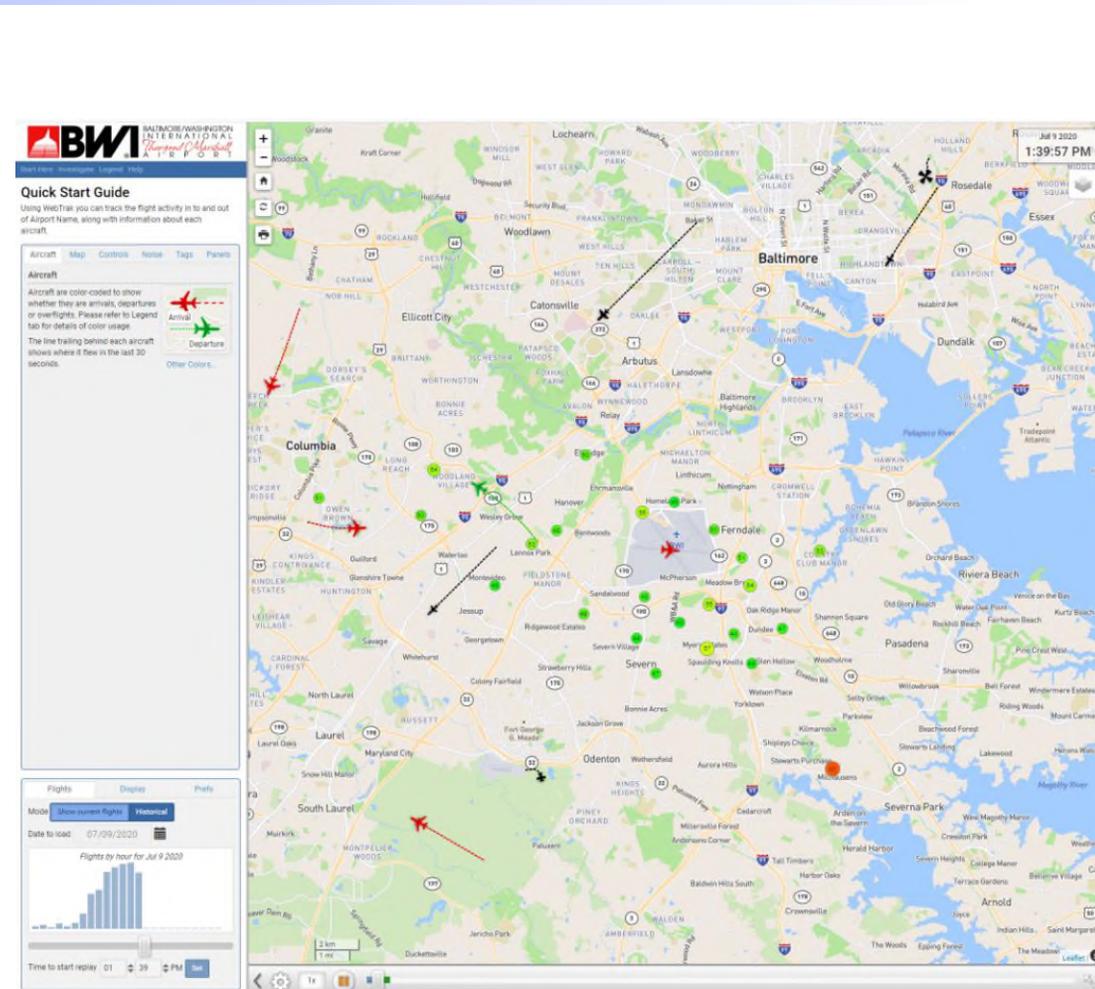
The BWI Marshall WebTrak system can be accessed from the airport website at:

<https://www.bwiairport.com/flying-with-us/about-bwi/airport-noise-webtrak> or the Maryland Aviation Airport Noise website at:

<https://marylandaviation.com/environmental/environmental-compliance-sustainability/on-line-noise-and-flight-tracking/>

The WebTrak system provides historic and near real-time flight tracking information, as well as noise level data for users. The tool displays aircraft flights, weather information, BWI Marshall Airport noise monitor locations, and aircraft noise levels on a user-friendly map. The flight tracking system includes specific details about flights associated with BWI Marshall Airport, as well as information on air traffic transitioning through the region.

WebTrak users can research aircraft noise concerns by replaying flight tracks from specific times. The system's location tools enable users to clearly see flights relative to their location. Live data is delayed approximately 16 minutes for system data processing and aviation security requirements. Historic data can be viewed and is available for 90 days. Users may submit aircraft noise complaints to the MDOT MAA directly from the WebTrak system.



Office of Environmental Compliance and
Sustainability - Noise Program

P.O. Box 8766

BWI Airport, MD 21240-0766

Noise Complaints

BWI Noise Hotline: (410) 859-7021

Online:

<https://marylandaviation.com/environmental/environmental-compliance-sustainability/noise-complaints/>